

THE DODGE CITY TIMES.

A BIG THING ON WHEELS.

Railways have wrought a great change in the modes and conditions of life, but it seems that we are on the point of developing in them new and important capabilities of incalculable benefit to the country. It is understood that we lose over \$70,000,000 a year by the destruction of perishable articles in transit, which might be saved with proper preparation for the safe shipment of such articles, and not only the railway owners, but other companies are at work introducing the special equipments needed. The progress which has been made in the shipment of dressed beef is at once operating as demonstration of what can be done, and as a stimulant to further great economic changes in transportation.

When the business of shipping dressed beef was first begun it had to contend against the opposition of railway managers, who preferred to handle the live cattle, and insisted that the dead weight of the refrigerator cars was more costly to carry than the extra weight of the beef on foot. Powerful interests in the cattle trade were arrayed against the experiment and exerted all their influence to have it "rated" to death. But the Grand Trunk Railway of Canada, which was deprived of all share in the live stock business by a combination of the other roads running from Chicago to the East, went into the business of supplying Boston with dressed beef in refrigerator cars from Chicago. Soon the entire population of New England discovered that this refrigerator beef was preferable to that of cattle shipped alive from the West to their own slaughter-houses. The business grew and improved its facilities and methods till at last no other meat could compete with refrigerator beef, and now Chicago ships 50,000 carcasses of it to New England every month.

If New England could get her best and cheapest meat thus from Chicago why should the cattle be shipped alive from Texas to Chicago when it is found that a thousand pound bullock loses 125 pounds on the cars between Texas and Chicago? The food and shrinkage of a live steer shipped from Texas to New York by rail costs \$25, and why not ship his dressed carcass in refrigerator cars when ice can be manufactured and sold for a large profit at \$5 a ton in Texas? This reasoning gave birth to large Texan slaughtering companies, in connection with another company organized with abundant capital and called the Texas Continental Transportation Company. This company will, this winter, have a large number of refrigerator cars running over the various roads between Texas and the East for the purpose of transporting dressed mutton and beef to market and taking back to Texas creamery butter and other articles-receiving cold storage. The intention is to equip and manage the business in such a way as to guarantee safe shipment of fruits, meats, butter, etc., without injury from heat in summer or frost in winter, and thus to market a vast amount of produce which now goes to waste. Another branch of this company's business will be the shipment of California fruits to the East, loading its cars back with cargoes requiring its special equipment to reach a Pacific coast market.

The apparently assured success of these experiments promises a cheap interchange of commodities between the various sections that must make human life on this continent vastly richer in creature comforts and enjoyments. It is the beginning of a system which will ultimately make oysters, fish, fruits, dairy products and the most perishable delicacies heretofore confined to localities abundant everywhere, besides always insuring the producer thereof a profitable market somewhere.—Post-Dispatch.

Mr. Chas. Bacon, while hunting last Monday, shot a trumpeter swan, a very rare bird in this country. It measured nine feet four inches from tip to tip, and six feet six inches in height.—Ellingwood Express.

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Views and Photographs taken at the hotel on south side of Great Western Hotel. dec29

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